

Shipping-Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "POWAN," 4,338 tons Captain W. A. Valentine.
" " "FATSHAN," 2,160 R. D. Thomas.
" " "SUNGKUANG," 1,700 B. Branch.
" " "KINSHAN," 1,995 J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HONGNAM," 2,363 tons Captain H. D. Jones.

Departures from Hongkong to Macao on week days at 2 P.M. Sunday Special Excursions leaving Hongkong at 9:30 A.M., and a second departure about 7 P.M.

Departures from Macao to Hongkong on week days at 7:30 A.M. On Saturdays a Second Departure about 7:30 P.M. On Sundays at 3 P.M. (See Special Express).

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons Captain T. Hamlin.

Service temporarily suspended.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD.
THE CHINA NAVIGATION COMPANY, LTD., AND THE Indo-CHINA STEAM NAVIGATION
COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons Captain J. Willow.
" " "NANNING," 569 C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M. and the other leaves Wuchow for Canton on the same days at 4:30 A.M. Round trip, take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
Or at BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 24th October, 1906.

JAVA-CHINA-JAPAN LIJN
REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIMAH	JAVA	Second half November	JAPAN	Second half November
TJILIWONG	JAPAN	Second half November	JAVA PORTS	Second half November
TJILATJAP	JAPAN	Second half November	JAVA PORTS	First half December
TJIBODAS	JAPAN	Second half November	JAVA PORTS	First half December
TJIPANAS	JAVA	First half December	JAPAN	First half December

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE JAVA-CHINA-JAPAN LIJN.

Telephone No. 375,
YORK BUILDINGS, 1st Floor.
Hongkong, 19th October, 1906.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI".

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 51 DAYS.
THE steamers sail from HONGKONG to SAMSHU, SHUISHU, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip 50.
These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity. For further information, apply to—

BUTTERFIELD & SWIRE,
AGENTS,
WEST RIVER BRITISH S.S. CO.
HONGKONG.

Hongkong, 6th October, 1906.

EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
3 PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles ready for any requirements. Ask, or Write, for Illustrated Booklet on "Defective Vision." London, CALCUTTA, BEIJING Road, Hongkong, 27th November, 1905.

Dentistry.

DR. M. H. GAUN,
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY,
37, DES VŒUX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 22nd July, 1906.

TSIN TING.
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AQUILAR STREET.
REASONABLE FEES.
Consultation Free.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHE LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTO PORTS;

ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND
SOUTH AMERICAN PORTS.

steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers
and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PRINZESS ALICE	WEDNESDAY, 7th November.
ROON	WEDNESDAY, 21st November.
BUELLOW	WEDNESDAY, 5th December.
PRINZ REGENT LUITPOLD	WEDNESDAY, 19th December.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 2nd January, 1907.
SEYDLITZ	WEDNESDAY, 16th January.
PRINZ HEINRICH	WEDNESDAY, 30th January.
GNEISENAU	WEDNESDAY, 13th February.
PREUSSEN	WEDNESDAY, 27th February.

ON WEDNESDAY, the 7th day of November, 1906, at Noon, the steamship PRINZESS ALICE, Captain Ch. Polack, with MAILED, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 5th November, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 6th November, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 6th November.

Coupons of Packages are required. No Parcel Receipts will be signed for less than \$1.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

Linen can be washed on board.

Passage Money payable in local currency at current sight. Bank rate of exchange on the day of payment.

RATES OF PASSAGE MONEY FROM HONGKONG:

TO NAPLES, GENOA & GIBRALTAR	1st Class	2nd Class	3rd Class
Return	\$61. o. o.	\$42. o. o.	\$22. o. o.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. o. o.	44. o. o.	24. o. o.
Return	97. o. o.	66. o. o.	36. o. o.

TO NEW YORK VIA SUEZ:

VIA NAPLES, GENOA OR GIBRALTAR	1st Class	2nd Class	3rd Class
Return	64. o. o.	44. o. o.	26. o. o.
VIA BREMEN OR SOUTHAMPTON	68. o. o.	40. o. o.	27. o. o.
Return	123. o. o.	83. o. o.	49. o. o.

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATE TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

INTERRUPTION OF THE VOYAGE IN EGYPT:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE,
VIA NEW GUINEA,

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN,
HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	TONS.	SAILING DATES.
WILLEHAD	4,763	TUESDAY, 13th November.
PRINZ SIGISMUND	3,302	TUESDAY, 11th December.
SANDAKAN	1,793	TUESDAY, 8th January,

ON TUESDAY, the 13th day of November, 1906, at Noon, the Steamer WILLEHAD, Captain Ph. Obenauer, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

TO MANILA	1st Class and Class	3rd Class	1st Class and Class	3rd Class
	\$30.00	\$20.00	\$80.00	\$50.00
TO NEW GUINEA	128.—	118.10	114.00	102.00
TO BRISBANE	130.—	120.—	114.—	107.—
TO SYDNEY	133.—	123.—	115.—	108.—
TO MELBOURNE	134.10	124.10	116.—	108.50
TO YOKOHAMA	80.00	60.00	340.00	170.00
TO KOBE	95.00	70.00	350.00	170.00
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00		

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	1st Class
	197. o. o.
TO EUROPE VIA AUSTRALIA AND AMERICA	96. o. o.

From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco to New York via the C. P. R. Co.'s steamers, or from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR STEAMERS ABOUT

SHANGHAI, NAGASAKI } BUELLOW WEDNESDAY, 7th Nov.
KOBÉ & YOKOHAMA } PRINZ REGENT LUITPOLD WEDNESDAY, 21st Nov.
KOBÉ & YOKOHAMA } PRINZ SIGISMUND WEDNESDAY, 21st Nov.
YOKOHAMA & KOBÉ } Reaching Yokohama in less than 6 days.

TRANSPACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER or SAN FRANCISCO to NEW YORK by the C. P. R. Co.'s steamers, or P. M. S. Co., O. & O. S. S. Co., T. K. K., and from NEW YORK to EUROPE by the following rates:

1st Class
65. o. o.

TO LONDON VIA PLYMOUTH OR SOUTHAMPTON

TO BREMEN

TO PARIS VIA CHERBOURG

TO MALTA, GENOA VIA GIBRALTAR

Intimation.

Intimations.

K. A. J. CHOTIRMALL & CO.,
3, D'AQUILAR STREET.

NEWLY OPENED SILK STORE.

Indian, Chinese and
Japanese Silk Goods.

Just Arrived.

SOCKS (Linen) LADIES' AND
GENTLEMEN'S.

GENTLEMEN'S SILK UMBRELLAS.
SILK KIMONOS, LADIES' BLOUSES
AND SHAWLS.

SANDALWOOD BOXES (INLAID).
HANDKERCHIEF BOXES, GLOVE
BOXES.

MONEY BOXES, &c.

LINEN HANDKERCHIEFS, JAVA
SERONGS.

MANDARIN COATS, COTTON
SHIRTS.

SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.

Hongkong, 28th May, 1906. [150]

Powell's

GENTLEMEN'S
DEPARTMENT,
(OPPOSITE THE CLOCK TOWER).

SMART
BOWLER
HATS,

Fine Quality,

Newest Shapes,

\$4.50

\$7.00

\$8.50

NEW
S OF T
FELTS,

Brown, Grey, Slate,

Fawn and Black,

\$4.50

\$5.50

\$6.00

HIGH-CLASS
HEADGEAR.

Splendid Value.

W.M. POWELL,
LTD.,
HONGKONG.

Hongkong, 25th October, 1906.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned against paying more than TEN CENTS (10cts.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 1st September, 1906. [10]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"SUMATRA,"

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.

Consignee of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon where each
consignment will be sorted our Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.

Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.

Goods not cleared by the 1st November, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged packages must be left in the
Godowns for examination by the Consignee's
and the Company's representative at an ap-
pointed hour.

All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognized.

No claims will be admitted after the Goods
have left the Godowns.

E. A. HEWETT,
Superintendent,
Hongkong, 26th October, 1906. [14]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENALDER,"
FROM ANTWERP, LONDON, AND
STRAITS.

CONSIGNEES of Cargo are hereby
informed that all Goods are being landed
at their risk into the hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Ltd., whence
and/or from the wharves delivery may be
obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods undelivered
after the 31st instant will be subject to
rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
7th November, or they will not be recognized.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 31st instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 24th October, 1906. [1033]

NORDEUTSCHER LLOYD, BREMEN
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"WILLEHAD"

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception of
Opium, Treasure, and Valuables, are being
landed and stored at their risk into the hazardous
and/or extra hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown Com-
pany, Limited, Kowloon, whence delivery may
be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before 9 A.M.
TO-MORROW.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 29th instant, will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on MONDAY, the 29th instant, at
9.30 A.M.

All Claims must reach us before the 3rd of
November, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
Agents.

Hongkong, 22nd October, 1906. [15]

For Sale.

TUBORG BEER.

A FIRST Class PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

PRICE \$1.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSSSEN & CO.

Hongkong, 16th January 1907. [162]

FOR SALE

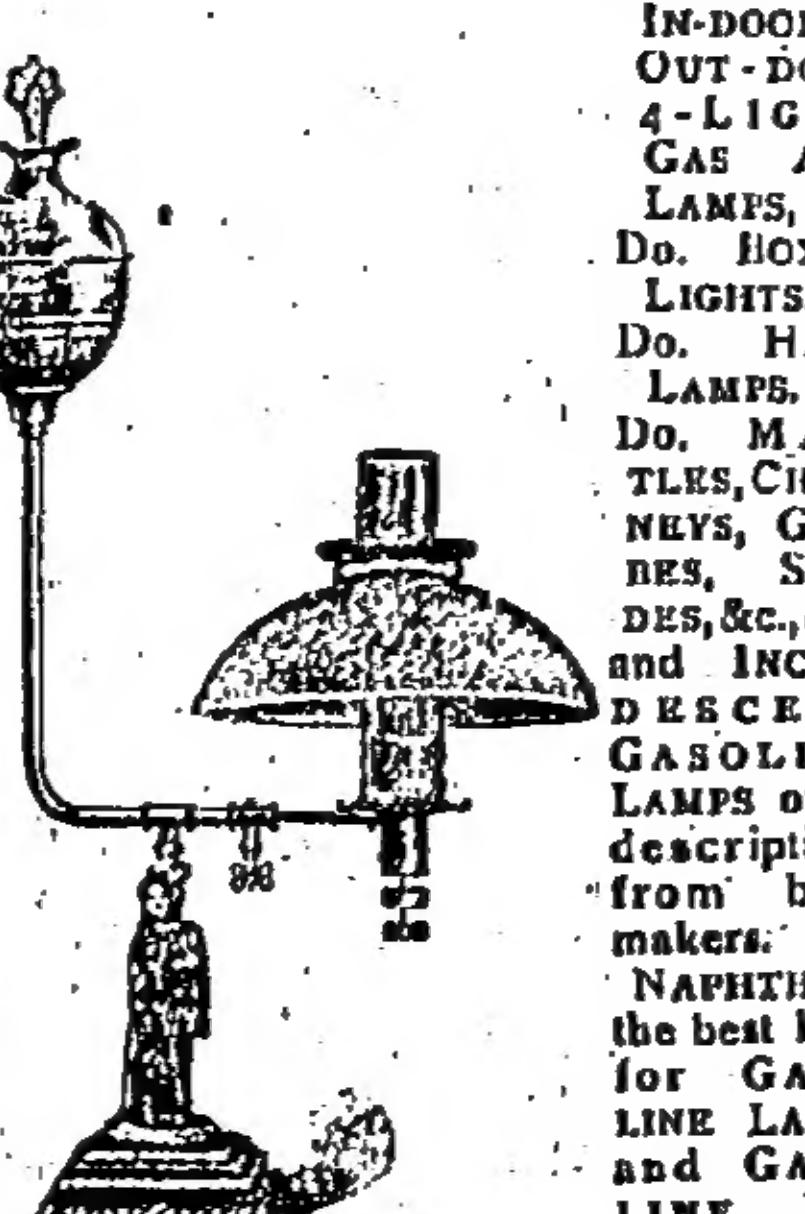
WELSCH'S
IN-DOOR &
OUT-DOOR
4-LIGHT
GAS ARC
LAMPS,
Do. BOXED
LIGHTS,
Do. HAR-
LAMPS,
Do. MAN-
TELLES, CHIM-
NEYS, GLO-
BES, SHA-
DES, &c., &c.,
and INCAN-
DESCENT
GASOLINE
LAMPS of all
descriptions
from best
makers.

NAPHTHA of
the best kind
for GASO-
LINE LAMPS
and GASO-
LINE EN-
GINES, kept
in stock.

Referring to the market of Japanese Bonds
in the United States, Mr. Uchida attributed
the unsatisfactory result of the issue of the War
Bonds during hostilities to the sympathy
shown by Americans with Japan, the high in-

TAI KWONG CO.,
109, Des Voeux Road Central.

Hongkong, 1st October, 1906. [15]



LOVE'S GRAVE.

Here there is nothing but is linked with you
In some strange evanescent fashion,
The ashes of an outworn passion,
The bitter sweetenss of a love untrue.

Here in this garden with its sun and shade
Fantastic shadows darkly tracing,
We have worn pathways with our pacing
Before your love in its quick grave was laid.

So great the spell upon me that I took
To see you get some book perusing,
Or, hands in lap, fall'n to sweet musing
Above the love-writ pages of our book.

Heir, where the roses play at hide and seek,
Each bud some grave of you revealing,
Each tree a memory appealing,
I, turning, half expect to hear you speak.

I know that you have left this garden bare,
That in its heart dead love is lying,
The love you said should be undying,
Yet I with it a cheating fancy share.

For all its booms peep through their leaves
for you,
In search of you the birds are winging,
For you the fountain still is singing—
Forgetfulness is not for us who knew.

Not till the twilight shadows softly shed
Upon this garden fair are lying
Can I believe these flowers sighing
Are strewn upon the grave of love now dead.

Pall Mall Gazette.

DEATH OF A ROMAN
CATHOLIC BISHOP.

We are sorry to record the death of Mgr.
Brugiere, R. C. Bishop of West Chi'i, who
died at the Shanghai General Hospital on Oct.
21 aged 55 years. Mgr. Brugiere first came
to China in the year 1877, as a missionary
Father, and was consecrated Bishop in 1891.

During the Boxer outbreak he was in Peking
and when all Peking was engaged in war, he
remained engaged uninterruptedly in the work
of peace. He attended on the wounded of both
sides; Boxers, when he could get them to minister
to, as well as foreigners. For these services,
he was afterwards created a mandarin of the
second rank by the Chinese Emperor, and the
French Government also decorated him with
the legion of honour. His health, however, had
been permanently injured by his sufferings and
privations during this period. The work of his
diocese was too much for him and he fell ill,
and never really recovered. He came to
Shanghai hoping that a change of air would
bring him better health, but his illness became
worse, and on Friday evening, as above stated,
he passed peacefully away. His burial service
will take place at 9 o'clock from St. Joseph's
Church this morning, and the body will be
interred in the Lazarist Mission Cemetery.—
Shanghai Times.

JAPAN AND UNITED STATES.

ECONOMIC RELATIONS.

A fortnight ago Mr. Uchida, Japanese Consul-
General at New York, who is now in Tokio,
delivered an interesting speech at any ordinary
meeting of the Oriental Economic Society on
the commercial relations between Japan and
America.

Nothing could be more vital, said Mr.
Uchida, to the prosperity of Japan, than the
trade with America. Raw silk, tea and mating,
which formed the most important lines of
Japan's export commodities, would be dealt a
heavy blow by economic depression in America,
and it behoved the Japanese to direct, contin-
ued and careful attention to the economic
condition in that country. As an illustration
of this contention, Mr. Uchida cited the result
of the cereal harvest. In a year of abundance
not only is the farmer's profit increased, but
railway freights are enhanced, with the result
of an advance in the price of railway shares.
Economic circles after a good harvest will
show activity in all directions, resulting in the
steady sale of silk goods, raw silk, mating and
tea exported from Japan.

The Department of Agriculture publishes a
monthly report on the weather and the condi-
tion of crops. These reports are received by
the American public with great interest, and in
July or August have considerable influence on
the stock and other markets. In Japan little
or no interest is shown in these reports, except
with reference to the condition of the cotton
crop.

The Customs policy of America, continued
Mr. Uchida, has also a great bearing on the
trade of Japan with America. Under the pre-
sent Protectionist policy the export of habutai,
mating, &c. from Japan was suffering. In
many branches of manufacturing industry
America was in advance of Europe, and the
United States was now able to produce iron
manufactures of good quality at a very low
price. Sometimes iron-work was imported
into Japan at a lower price than it was
being sold at in New York. Under these
circumstances, an opinion is gaining ground
that certain special classes of foreign goods
should be admitted free of duty, while other
countries should reciprocate. The proposal
has repeatedly passed through the House of
Representatives, but has always been
shelved by the Senate. In Japan an opinion
prevailed that habutai and mating should be
admitted into the United States free of duty,
which concession would be reciprocated by the
free importation of American flour. The
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Entimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CONFECTIONERY.

We have just unpacked our New Season's Confectionery imported from the leading London and Parisian Houses including:

CHOCOLATINES, CHOCOLATES.**CARAMELS, PRALINES, FONDANTS.****FRUIT JELLIES, NOUGAT, TURKISH DELIGHT.****PASCALL'S TOFFEE and MIXED SWEETS.****CADBURY'S SUGARED ALMONDS, BURNT ALMONDS.****WALNUTS, MILK CHOCOLATE, NUTTONA, &c.**

Packed in the daintiest boxes or in the simplest to sent the taste.

A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS:

Hongkong, 26th October, 1906.

When they are nearing a suitable lodging, one of the men suddenly remembers that he has a bundle of banknotes which must be cashed, but unfortunately he does not know where the money-changers are to be found. Here is a pretty predicament, indeed, but the Chinese lady rises nobly to the occasion. She knows where the money-changers are; she can be trusted with untold gold. Is she not adorned with jewels which bespeak her position in society? But the companion of the man with the banknotes is one of those suspicious characters, who are always seeing spots on the sun; he does not believe in anybody, would not trust his own grandmother, and he says so. How do they know that their guide, who, no doubt, is a very charming lady and of the highest respectability, is not a serpent in disguise? Besides why should she act the good Samaritan out of pure charity? The moneyed man gently chides his friend for his lack of faith in humanity. Moreover, the lady will be rewarded with a crisp banknote on her return with the hard cash. Still his friend is by no means convinced; they must remember, he says, what they were told in their native village about the land sharks of Hongkong, and keep a strong grip on their money. Then a happy suggestion occurs to the man who holds the notes, and he proposes that the Chinese lady shall hand over her jewellery to them in security for the money which she is going to change for their convenience. Reluctantly, the pessimist agrees to this scheme, although he allows it to be understood that he believes his friend to be a fool, because it is very doubtful if the jewels are worth a quarter of the \$100 or \$500 which he is entrusting to the lady's care. However, the transaction is completed and the complete strangers tell their lady friend to "hurry up" while they await her return. Now here is the curious part of the story. The woman invariably discovers long before she has reached the money-changer that the "banknotes" are a fraud and that she has been duped. She rushes back only to find that her friends have disappeared. Then she raises a hue and cry and the swindlers are caught, as a rule, and severely punished by the Magistrate. The question which arises in these cases is: Did the lady really intend to go to the money-changer? She has received what she believes to be \$100 or \$500, for which she has given in security jewellery worth perhaps \$100. Was she quite as simple as she looked? Were her motives absolutely without guile? Would she have returned had the bank-notes proved genuine, or would she have forgotten where she left the "strangers" and sought high and low for them on the other side of the island? There is little difference between the actual swindler and the potential swindler. These cases of the trusting woman and the vile swindler is really becoming far too common to escape the suspicion that the scheming is not always on one side. It may be that we are harbouring unworthy thoughts, but some experience of the ways of the world—and we strenuously deny all knowledge of the possible ways of a maid—induces that state of mind which was the peculiar burden of the disciple Thomas.

THE HONGKONG TYPHOON.**BOAT POPULATION'S ENORMOUS LOSS.**

A meeting of the General Committee of the Typhoon Relief Fund was held at the office of Sir Paul Chater, the chairman, on the 24th instant, at which the report of the Sub-Committee was received and considered.

The Sub-Committee have been constantly engaged in considering claims for relief and assistance and in all have up to date received information that 1,776 boats have been reported as lost or damaged, involving a sum of \$1,124,325.00.

Claims for 1,623 boats have been investigated and relief already granted to the extent of \$89,686.00 to licensees of 291 boats and to widows and orphans \$616.00.

The Tung Wu Hospital have incurred an expenditure of \$18,500.00 for recovering and burying 857 bodies and feeding 1,100 destitutes.

The Sub-Committee are still engaged in investigating and relieving further cases, a report on which will be submitted at the end of next week which will be communicated in due course to the local press.

"SOCIAL SHANGHAI."**AN ADMIRABLE PROPOSITION.**

The verve and variety of life in the Northern Settlement are found in full measure in the October number of *Social Shanghai*. Beginning with an appreciation of the recently-formed Portuguese Company of the S.V.C., the magazine proceeds to deal with such topics as the arrival of Sir John Jordan, the new British Minister to China, "Holiday Homes at Peitai-ho"—the watering-place and Brighton of Shanghai—"The Cult of the Camera," the "History of the Shanghai Recreation-Fund" and other topics. But what will probably first catch the eye of Hongkong readers is an illustrated article on the recent typhoon. The photographic reproductions are unique, for they were taken by Dr. Fitzroy of the P. & O. Company's steamer *Poona* while the storm was at its height and afterwards. The condition of the wrecked vessels is sharply defined and must convey to those who were not on the scene a vivid conception of the effects of the typhoon. With reference to the Portuguese Volunteers the writer says: "If the present enthusiasm and interest are maintained the Portuguese Company is sure to attain a very high standard," and certainly the martial attitude of the volunteers as they are depicted on parade corroborates the writer's words. There is a story of heroism within an unexpected ending, and haphazard jottings which are really haphazard. Lest any one should feel neglected there is a section of the magazine devoted to garden notes, poultry hints, and matters concerning the kitchen. An up-to-date version of "Mary had a little lamb" is the best skit we have, read on the Chicago revelations since Dooley, had his say. Practically every article is illustrated with photographs which can be deciphered without the aid of a microscope, the outlines being sharp and clear. The only items which are not illustrated are those dealing with kitchen and such-like affairs which is a pity, because an illustration of a real Irish potato or a Welsh leek would make the mounds of many Hongkong residents water immediately. So long as *Social Shanghai* maintains its present standard of sprightliness tempered by sound sense, and relieved by pictorial descriptions of passing events, it is bound to flourish.

The Coroner—I forgot to ask you how you got to the wharf.

Witness—Backed end on west side, lying head out.

Continuing, he said that when he and the mate got astern there was no panic, but the usual rush of passengers to get ashore. Witness first saw the signs of a fire at the foot of the ladder leading to the main deck aft. Almost in the centre of a stack of matting was a ball of fire, shooting upwards, with plenty of smoke. Witness gave orders to the chief officer to get the hose ready. Two fire buckets of water were secured from a rack, through a crowd of Chinese, and emptied on the fire from as close as possible. Just then it was when the panic started. No more buckets of water could be obtained because of the crowd. While the mate was after the hose, witness gave orders to pull down the other bales of matting close to the burning bale so as to stop its progress. The watchmen were also told to clear the gangway as much as possible. Witness next went to assist the men in getting the hose. On the way he met the chief officer coming along the port saloon deck, and witness was told that the "donkey" could not be started on account of the fire and smoke as the engineers were driven from the engine-room. He could attack the hose, but the "donkey" could not work. The hose could not be attached to a hand-pump astern on account of the smoke. The hand-pump forward was too far away to be used effectively on the fire. Alarms were sounded then. The chief engineer was then at the forward end of the port alley-way. Witness asked him if it was possible to do anything with the engines and he said it was impossible, nothing could be done. Then witness saw two foreign ladies standing just at the entrance of the saloon. Witness went and told them the danger and requested them to leave the ship, he accompanying them down the gangway and on to the wharf. The ladies were unable to help themselves and were willing to go ashore. When the firemen arrived all astern was in smoke. Witness went below again and found the gangway still choked with Chinese. A little later the Chinese women's compartment took fire. Witness was in the after part for a minute. Then, as if the wind had veered, the ship became enveloped in smoke. Nothing more could be done, except get suffocated. He got back to the upper deck. From the time the Indian watchman called witness to the time when he returned to the upper deck when the ship was totally enveloped in smoke, not more than three minutes had elapsed. Witness went along the starboard alley-way to the saloon—at that time the after-part of the *Hawke* was ablaze. Opposite the gangway met the chief engineer and he gave him orders to go ashore. Witness entered the saloon, examined every cabin and looked under the beds for European passengers. At the last cabin the door was closed. When he got into the ladies' cabin the fire and smoke was coming all the alleyway. He got in, however, but found no one there. He then went down the gangway to the wharf. Witness returned to the ship again, and going to the saloon deck gangway met the captain. Witness was told by the captain to get on shore as nothing could be done to save the ship. Witness obeyed the order, but lost everything he possessed. He was of opinion also that nothing could have been done to check the fire. It was impossible for the fire to have started through the electric light, as every lamp had a fuse and the light grouped in sections to the distributing box, two wires to each lamp, and each wire had a fuse. The wire was armoured wire. This plant had been installed, under witness's supervision, for about two and a half years. Even if it were possible for the electric plant to have caused the fire, the electric light could not have started this fire on account of the position from where the fire originated. From the time witness first got the alarm to the time he got ashore not more than eight minutes had elapsed, making due allowance for the excitement of the occasion, although witness was not excited. He had no other suggestions.

altogether, continued the captain, there were three gangways down. There were no Chinese passengers forward, and the vegetables which were stored there would not have stopped a gangway being put down there. Witness said that the Chinese passengers were distributed as follows:—On the main deck astern about 700. There were also about 10 Chinese first-class passengers. There were therefore about 700 persons to get ashore by the after gangway. If Chinese passengers did not carry luggage 300 or 400 passengers would be able to leave the ship by that gangway in the minute. With luggage—as it was in this case—it would take longer. Witness also mentioned that usually a number of deck passengers remained on the ship for the night, and went ashore in the morning. Europeans as a rule did the same. When witness left the ship the fire-brigade was then approaching the wharf. No water came for a short time after the hoses were fixed, but as soon as the water supply came work commenced. It was impossible at this stage to get aboard the ship, but witness told the chief officer to get a sampan and pick up anybody who had entered the water. The licence granted to the *Hawke* allowed her to carry 2,350 passengers. Witness's ship was loaded with electricity. But it was turned off quart of an hour after the ship's arrival. When witness came back from the scene of the fire the second time the lights were out. Witness, when at the fire, did not smell anything suspicious such as kerosene, etc. She was not insured. The value of the cargo was about £50,000. The fire extinguishing appliances on board the *Hawke* consisted of fire buckets and hand pumps erected both forward and aft, and steam pumps, with several reels of hose. These were all in order at the time of the fire. The life-saving appliances on board were life-boats, which in smooth water could carry from fifty to eighty passengers each, a number of life-boats, according to the Board of Trade regulations, and a number of life buoys. On the morning (Monday) following the fire, the *Hawke* was towed out to sea. They found on board at the time two things, which resembled bodies. One was found in the port alleyway (forward end) and the other aft. These were buried at sea. The vessel carried no cargo, as far as witness knew, of a highly inflammable nature. No alarm or signal, to witness's knowledge, was given to those on board when the fire was gaining on the ship. This was accounted for by noise on board and the absence of the Chinese crew. There could certainly be no saving of life—in fact it would have made no difference had a bell been rung, on account of the rush. The Chinese were in a state of panic; nothing could be done for them. Witness could not give a reason for the fire, which he said when first seen resembled a volcano—the way it was shooting up from the matting. Witness only saw one fire, he could not speak as to the report that fires had started at different parts of the ship. Witness, however, thought that it was quite possible for the fire to have been started by human agency, and yet the person who put the fire to be unobserved by the crowd, owing to the bustle on board at the time. Witness said that there were many rumours as to how the fire was started, but he would rather not speak about such things. Witness thought that it was very unlikely for spontaneous combustion to have started the fire. The Chinese passengers all smoked on board, and he must say they were very careless in disposing of matches and cigarette stubs, but he thought it again unlikely for the fire to have started through a lighted cigarette stub, as it would have been noticed by the other passengers. Supposing this fire had started five miles out at sea, the witness was of opinion that it would have been improbable for anyone to be saved, except by clinging to rafts. Witness was asked if he considered it safe to carry matting on board a ship, unsecured, and with careless coolies smoking nearby. He considered it safe, although there was some amount of risk. Witness had no other suggestions to make.

The jury wanted to know if the after part of the ship was crowded with passengers, when the cargo was there too. Witness replied that 400 rolls of matting did not take up much room.

Witness could not say, probably he did, but he did not think he had under-estimated the time he gave in his evidence of the rate the fire had travelled.

THE CHIEF ENGINEER EXAMINED.

James Douglas Christie, chief engineer of the *Hawke*, sworn, said he had been in that position for over twenty-three years. He said at about 2:35 a.m. on the morning in question, he had finished with his engines and returned to his cabin. About 3:15 the electric light current was turned off and the engine-room closed. Nothing unusual was noticed during the voyage. About 3:20 he was told of the fire by the chief officer. He went to the engine-room to light up again. The engine-room was being filled every moment with smoke and it took him all his time to reach the pumps. He reached the pumps eventually, but was unable to start them as he was getting overcome by the smoke. He had a struggle to return to the deck, being nearly suffocated. Witness saw the rush aboard ship, and going to the saloon deck gangway met the captain. Witness was told by the captain to get on shore as nothing could be done to save the ship. Witness obeyed the order, but lost everything he possessed. He was of opinion also that nothing could have been done to check the fire. It was impossible for the fire to have started through the electric light, as every lamp had a fuse and the light grouped in sections to the distributing box, two wires to each lamp, and each wire had a fuse. The wire was armoured wire. This plant had been installed, under witness's supervision, for about two and a half years. Even if it were possible for the electric plant to have caused the fire, the electric light could not have started this fire on account of the position from where the fire originated. From the time witness first got the alarm to the time he got ashore not more than eight minutes had elapsed, making due

allowance for the excitement of the occasion, although witness was not excited. He had no other suggestions.

MEDICAL EVIDENCE.

Dr. Healey, medical officer of the mortuary, said that on 16th instant, about noon, he examined the body of a man in the mortuary. The body was decomposed, and in his opinion death was due to drowning. He examined other bodies, said to have come from the *Hawke*. Those who were killed on board, in witness's opinion, died from suffocation. A good many bodies were charred.

THE PURSER'S STORY.

A Portuguese gentleman, the purser of the steamer *Hawke*, spoke of the detail of the nature of the cargo carried by that vessel on her last trip from Canton. He spoke also as to the number of passengers carried on board, soon as he got word of the fire made for his office to look after the mail. On arriving there he found his office full of smoke and finding that he could not get access to the mails and also that it was impossible in his position from where he was to get ashore, he jumped over the side of the ship and injured himself in the act.

THE COMPRADORE.

of the *Hawke* declared that on the last trip of the *Hawke*, there were fully 3,000 passengers aboard. His books showed that, but they were destroyed. His first knowledge of the fire was when he heard screams of *fu-chuk* (fire). He could not leave his room owing to the smoke. He eventually got out, but fell down and was trampled on by the terror-stricken crowd. While lying on the deck he saw the fire approaching him at both ends and he got up after a struggle and got away. He was the only person among his staff that was saved. He had on board between \$1,000 and \$1,500, part of it his property and the other part belonging to the Company, but he saved nothing. From the time witness heard people shouting *fu-chuk* to the time he got ashore not more than five minutes had elapsed. He could not offer any opinions as to the origin of the fire. Two of witness's *foks* were killed while they were asleep.

C. J. Noronha, watchman, on board the *Hawke*, for seventeen years, deposed he was on duty from six a.m. to six p.m. on the day of the 16th instant. He saw the matting and other cargo stacked aboard the *Hawke*. When he first noticed the fire early on the morning of the 14th instant, witness tried to pull down the matting, but the matting was too firm, and as the fire was increasing in force he had to abandon the task and warn the passengers of the danger. Witness saw no passengers fall into the water. When all the officers had left the ship witness followed them. He did not smell any kerosene, when the fire started. Sometimes the passengers climbed up on top of the cargo of matting and went to sleep.

Further evidence was called and the inquiry was adjourned until Wednesday next, at nine a.m.

YUEN-HAN RAILWAY.**EIGHTEEN MILES COMPLETED.**

H.E. Viceroy Shum, in a despatch to the Board of Trade at Peking, reporting the Yuen-han Railway Company has now completed eighteen miles of their new line, which H.E. thinks a very creditable piece of work and compares very favourably with railway laying work in Europe and America. In the meantime H.E. complains, the people of Kwangtung hold nearly all the land over which the railway is intended to pass, and they have already raised the price of their property, and threaten further to refuse to part with any of it, except at very high figures. This, of course, is naturally embarrassing the Railway Company, who find it somewhat difficult to meet the demands of the property owners. So much dissension has arisen that the land owners even threaten to go to law to preserve and protect their rights, while house-holds are becoming divided against themselves, some members siding with the Railway Company, while others are strongly hostile to it. H.E. Viceroy Shum therefore thinks that if the eighteen miles so far completed could be opened at once and traffic continued over that part regularly, it may have the effect of stopping the trouble. In the meantime, H.E. adds, he has looked over the completed portion of the line, and it appears to be well and properly laid throughout.

THE ENGINEER QUESTION.

[From a Correspondent.]

Canton, 26th October.

The directors of the Yuen-han Railway Co., Ltd., at Canton, finding they have no power themselves to appoint an American or foreign engineer for the line, have sent a despatch to the representatives of the Boards in Hupeh and Hunan, asking their views on the subject. They have also sought sanction from H.E. Viceroy Shum that they may engage the services of a foreign assistant engineer. To this H.E. the Viceroy has replied that he has no power himself to grant their request, but would represent the matter by telegraph to the Board of Commerce at Peking, and communicate the Board's reply as soon as received.

SHIPPING AND MAILS.**MAILS DUE.**

American (*China*) 29th inst.
French (*Tonkin*) 29th inst.
Australian (*Eastern*) 29th inst.
Canadian (*Atlantic*) 29th inst.

The N.Y.K. s.s. *Awa Maru* European Line left Shanghai for this port on 26th inst., and is expected here on 29th inst.

The N.Y.K. s.s. *Nikko Maru* Australian Line left Manila for this port on 27th inst., and is expected here on 29th inst.

The P.M.S.S. Co.'s s.s. *China* arrived at Manila on 24th inst., at 2 p.m., and will sail from Manila on Monday morning, the 29th inst.,

LOCAL AND GENERAL.

Two upturned junks were seen floating near Fa-tin-mou Pass yesterday afternoon.

The s.s. *Kinsman* was towed across to Kowloon Docks from Aberdeen at 2 p.m. to-day.

A RUSSO-CHINESE CLUB has been established at Harbin for the purpose of promoting social intercourse between the two nationalities.

HONGKONG, SATURDAY, OCTOBER 27, 1906.

The Doubting Thomas.

There is a certain type of case which recurs at the Magistracy with almost depressing monotony, and that is the case in which a Chinese woman alleges that she has been duped by a gang of swindlers. The peculiarity of this case is that it involves the question whether both parties are not equally to blame, whether the dupe is not as bad as the swindlers. A Chinese lady, we will say in defense to the claims of the fair sex, is walking along the street decked out with all the ornaments she possesses in the way of bangles, brooches, rings, hairpins and all the rest of the toggery which goes to adorn the feminine figure in the Far East. Gaily she strolls from shop to shop, taking good care, of course, that her diamonds shall scintillate in the rays of the sun. On the way she is accosted by some men—they usually go in couples—who appear to be a step above the average, whose appearance, in fact, is all that could be desired. They gravely inform her that they are strangers to Hongkong; they know nothing about the labyrinthine alleys of Victoria, and if their "little sister" would only direct them to a boarding-house, they would be for ever her devoted slaves. It is astonishing how a glib tongue and a suave manner will overcome all scruples that a woman may have. Ten to one the Chinese lady will accede to their request and even go out of her way to oblige the strangers. That is the first part of the game. The men have no intention of going to any boarding-house, for that would spoil the scheme, just as a hasty word might fling off their guide,

contrary to all expectations the long missing steam launch *Seagull* from Shanghai steamed into the harbour yesterday afternoon and went alongside her wharf at West Point. The *Seagull* ton exactly fifteen tons to come across. Her skipper—a

TELEGRAMS.

[Reuter's.]

The United States and Japan.

London, 25th October.

In connection with anti-Americanism in Japan, the American papers are commenting on the resignation of Osami Kitagaki, the only midshipman training at the Annapolis Naval Academy. It is alleged that the resignation was at the request of the Japanese Legation.

Later.

It is declared in Washington that the Government has no information of any anti-Japanese feeling, beyond newspaper cuttings from the Ambassador at Tokio, which show resentment at the California labour agitation. The Government does not conceal its desire to retain the special friendship of Japan.

Austria-Hungary.

Baron Aehrenthal, the Ambassador at St. Petersburg, succeeds Count Goliczowski.

M. Petreich, the Austro-Hungarian War Minister, has resigned, and is succeeded by Schoenai, the Austrian Minister for National Defence.

The United States.

Mr. Oscar Straus has been designated by President Roosevelt for the Secretaryship of the Navy.

This is the first appointment of a Jew-American to the Cabinet.

The Russo-Japanese Commercial Treaty.

The Japanese draft of the new Commercial Treaty with Russia is being considered by the Foreign Office in St. Petersburg.

Result of the Cambridgeshire Stakes.

1—Polymerus.

2—Kaffir Chief.

3—Malua.

[N. C. D. News.]

The Chinese Manœuvres.

YESTERDAY'S OPERATIONS.

Changi, 22nd October.

The first day's manœuvres were devoted to the spectacular effect of a cavalry charge.

In accordance with the general plan of operations, which is that the Northern Army engages to push back a force advancing from the Yangtze along the railway, the cavalry, eleven hundred strong all told, of the opposing armies, acting independently of the main bodies, met two miles East of Tanyinghsien.

The dust and the distance prevented close observation of the troops at the moment of the charge, but the general effect was good. The Southerners advanced the last mile in close order. The Northerners, keeping their squadrons in echelon formation, wheeled in line with precision at the last moment.

General opinion appears to be that the execution of the charge was better carried out than was last year's similar operation and the troops engaged show a satisfactory improvement.

Viceroy Yuan Shih-Kai and H. E. Tsch Liang, Director of Army Rearrangement, were present.

THE SHANGHAI LYCEUM THEATRE.

It is distressing to learn at the commencement of the entertainment season that the Lyceum Theatre has been found to be structurally defective and repair, which may occupy some few months, are necessary before it can be used again, remarks the N. C. D. News. The present Lyceum is some twenty-five years old, and was erected before the days of concrete foundation. It is not surprising therefore that it should show signs of wear and tear, but it is unfortunate that the necessity for closing should come at the commencement of autumn and just after a considerable expenditure on the new portico. However, there can be no two opinions that the Committee of the A.D.C. are taking the right course in avoiding any risk, even at the cost of some inconvenience and loss to their Club as well as to the general public. Very careful investigation was made before the performance on Saturday night and it is probable that the theatre might safely be used for some time without repair. It is hoped that arrangements may be made to give the second performance of "The New Boy" on Saturday night in another place. It will also be possible, no doubt, to give elsewhere most of the other dramatic and musical entertainments of the season, which are expected to include performances by two of Mr. Maurice Bandmann's companies.

Writing to our contemporary on 23rd inst., the President of the A.D.C. says:—Referring to the advertisement appearing in this morning's issue regarding the temporary closing of the Lyceum Theatre, will you permit me space in your paper to explain that the Committee of the Amateur Dramatic Club, in taking action in the matter, are actuated solely by a desire to take no risks that might in any way endanger the safety of the public. I would state that the slight defects are confined to a small portion of the building only, and the Committee prefer to err on the side of safety and close the Theatre entirely, until more thorough investigation can be made and steps taken to ensure absolute security.

"MOLLI PROSEQUI."

ALLEGED BRIBERY CASE AD. NODDED.

It was announced this morning that the Hon. Attorney General, Sir Henry Berkeley, K.C., had entered a *"moli prosqué"*, in the case of Inspector Gidley, whose trial on the charges of alleged bribery was set for Monday next. Under these circumstances the October Criminal Session, the longest for some considerable time past, are now closed.

SPECIAL JURORS NOT WANTED.

We are officially informed that the services of the special juries summoned to attend the Sessions on Monday, 29th inst., will not be required.

CANTON DAY BY DAY.

VICEROY CHOU FU.

EXPECTED AT CANTON NEXT MONTH.

[From Our Own Correspondent.]

Canton, 26th October. H.E. Chou Fu is expected to start for Canton about the 1st November, as he will hand over the seals of his office to H.E. Tuan Fung on the 1st Nov.

WARNING TO NEWSPAPERS.

Pang Chi Ching, a newsgatherer of the *Shi Mai Pao*, was put in prison for having reported a robbery at the Custom House, Samsui, which was without foundation. One of Pang's relatives sent a petition to the Viceroy requesting his release. In reply, the Viceroy said that both Pang and the Editor of the paper were responsible for the fault of the misleading news, and that both ought to be punished. He further said that Pang may be discharged in a few days, as he has for several months been in prison; but a fine should be imposed on the paper as a warning for the future.

FIRE AT CHUNTSUN.

Early in the morning of the 24th inst. a fire broke out in the Chuntsun new market. It lasted for some hours and was not got under control until over 20 buildings were gutted.

A CONCESSION TO THE RAILWAY COMPANY.

The Canton Railway Company sent a despatch to the Viceroy, asking him to notify the Commissioner of Customs to the effect that as large quantities of railway materials are to be imported for the new line they desired that the materials should be released immediately after examination, so as to avoid unnecessary delay. They stated that they would take all responsibility for payments of duty due within three days of securing possession.

CORRESPONDENCE.

We do not necessarily endorse the opinions expressed by Correspondents in this column.

THE PROPOSED SHANGHAI WHARF AND GODOWN COMPANY.

To the Editor of the "Hongkong Telegraph." Sir,—With reference to the telegram which appeared in your issue of last night, wherein it is stated that severe criticism has been offered in Shanghai against the formation of a Wharf and Godown Company to take over the surplus property of the Shanghai Dock and Engineering Company, it would be interesting to know from what quarter the severe criticism comes. It certainly does not come from shareholders of the Dock Company, and it is safe to say that no adverse criticism would come from persons who are shareholders of both the Dock Company and the Shanghai and Hongkong Wharf and Godown Company. Therefore, I am forced to the conclusion that the adverse criticism comes from those who are shareholders of the Shanghai and Hongkong Wharf and Godown Company alone, a concern that has for many years enjoyed a comparative monopoly of the storage business of Shanghai. During the past five years, that business has very largely increased. That there is room for another warehouse company, no doubt exists in the minds of the shipping community of Shanghai. Had the Shanghai and Hongkong Wharf and Godown Company wished to acquire the property which has been advertised for sale, they had plenty of opportunity of doing so, and thereby continuing their practical monopoly of the storage business in the Northern Settlement.

As the shipping and import trade of Shanghai is certainly not diminishing but rather increasing every year, it is evident that there is no reason why both companies should not flourish. And this further fact should be observed, that if the trade of the port advances in the same proportion as it has been advancing in the past few years there is little doubt that the present Wharf and Godown Company will be unable to contend with the business which would be offered to them.

I observe by the circular recently addressed to the shareholders that it is the intention of the proposed Godown Company to offer the shareholders of the Dock Company £1,189,000 for the property in question. It rests entirely with the shareholders of the Dock Company whether they accept that offer or not, and there is no reason why their action in this matter should be influenced in any way by the so-called adverse criticism.

All that the shareholders of the Dock Company want is a fair market for the surplus property which they possess and which is more or less at the present time unproductive. It is no concern of outsiders whether they choose to keep it or sell it, and any criticism that has to be made on the subject should be submitted at the meeting of the shareholders. In this matter, I contend, the public has no voice whatsoever.

Should the proposal to form a new Wharf and Godown Company be carried, I would suggest that a more up-to-date nomenclature should be adopted, and that the new Company should be known as the Shanghai Warehouse Company or some similar title which would be intelligible to people in Europe. The term "godown" is, of course, a misnomer, being in reality a relic of the early days of trade with China, and comparatively few people in Great Britain or Continent or America have any idea what it means—I am, etc.

SHAREHOLDER.

Hongkong, 27th October.

ECHO OF THE BOYCOTT.

AMERICAN ALLEGED CRUELTY.

[From a Correspondent.]

Canton, 26th October.

A Chinese merchant, residing at present in California, has written the following letter to a member of the local Press:—"During the continuance of the boycott against American goods in China, the Americans treated the Chinese here with courtesy, but as soon as the boycott collapsed they made new rules for the bad treatment of the Chinese. These rules are as follows:—(1) When a Chinaman arrives in America a medical officer will bring a long pole (*sic!*) and put it on the eyes of the newly arrived Chinaman, as if to test the eye-sight, but as soon as the pole is withdrawn from the eyes, they gradually get swollen up. (2) Before a Chinaman is allowed to leave the ship he must first be vaccinated with a big four-pointed fork, which is pressed hard on the man's arm and causes much pain, so that the arm swells up very big in some cases, and naturally the man gets very sick. Therefore, on the first account the Chinaman is not allowed to land, as no one with bad eye-sight can enter America. On the second account he cannot land, as no pick person is allowed to land in the United States of America, and so the men have to ship back to China.

Please publish this letter in your journal so that our 400,000 brethren may have a chance to know this."

THE "CHUNG YUNG" FESTIVAL.

AND ITS RESULTS.

Yesterday being the 9th day of the 9th moon, the Chinese celebrated the "Chung Yung" festival. One of the main features of this festival is the burning of joss-paper in small heaps on the hill-tops, by way of worshipping their ancestors and propitiating the gods. Accordingly last night at 8 o'clock crowds of Chinese repaired to the heights around Kowloon, and started their fires, which, from the Hongkong side at first had a very picturesque effect, for they twinkled on the summits of the hills like big stars, paling the stars behind them. But as the observers gazed at the sight the conflagration assumed larger proportions, and the fires grew bigger and bigger, and it was seen that more than joss-paper was burning, for the flames were ascending high in the air, and there it was understood that the grass, rendered very dry by the long absence of rain, had been caught by the sparks and set ablaze. At 8.25 p.m. one of the fires had been extinguished, but the others burned merrily on. In all there appeared to be seven distinct fires, and they grew rapidly from mere specks of light, bigger and bigger until at last they were immense bonfires—as one spectator described the scene, "it was as if they were the brilliant eyes of some fierce animal, waiting to devour the people!" There were four separate fires to the west and three to the east and north, while a thin line of fire seemed to form a connecting line between them. Gradually, towards 9 p.m., the fires died down, and slowly sank to mere smouldering heaps. At first it was thought by the spectators on this side that some ill-disposed person had set the grass in that locality on fire, but the spectators on the opposite side of the sea, who had set the grass in that locality on fire, purpose, until it became generally explained that it was the result of the "Chung Yung" festival joss-paper burning. This is one of the largest grass fires of the year, the next in size being one that took place in August, forming a rope of fire along the hill tops. We understand that no casualties occurred.

THE WHETHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory, On the 27th at 11.55 a.m.—The barometer has risen considerably over Japan, and fallen slightly over the S. China, Formosa and Luzon.

A high pressure area is lying over Japan, and there are indications of a depression in the Pacific to the E. of Luzon. Pressure appears to be low also over China to the North of the Yangtze.

Fresh strong monsoon is indicated in the Formosa Channel and the N. part of the China Sea.

FORECAST.

1.—Hongkong and neighbourhood; E. winds, fresh, fine.

2.—Formosa Channel, N.E. winds, fresh or strong.

3.—South coast of China between Hongkong and Lamock, N.E. winds, fresh.

4.—South coast of China between Hongkong and Hainan, same as No. 3.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

1.45 a.m.

Buyers.—National Bank £47, Hongkong Fires \$30, China Fire Insurance Co. \$5, H. K. C. and M. Steamboats \$26, Shell Transports 29/6, Rafts \$9, Shanghai Docks Tls. 101, Hongkong Hotels \$122, Humphreys Estates \$114, Electric \$15, Tramways \$15.

Sellers.—Unions \$75, Cantons \$10, Indo-chinas \$73, China and Manila \$23, Douglass \$41, Hongkong Docks \$152, Kowloon Wharves \$94, Hongkong Lands \$10, West Points \$50, Cottons \$13, China Hornens \$10, Ices \$26, Repey \$23, China Light and Power \$10, A. S. Watsons \$121, Powells \$8.

Sales.—China Sugars \$147, China Providents \$0.25, Cements \$19.

Nominal.—Hongkong Banks \$815, Hongkong Wharfs Tls. 235, Dairy Farms \$17.

WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kadourie & Co. write on the 26th inst.:—A quiet week has to be recorded; most of the business done has been of an investment nature, and rates in most instances are slightly won.

Banks.—Hongkong and Shanghai Banks after sales at \$810, found buyers at \$815, closing firm at this rate. The London quotation has fallen to £15. National banks have buyers at \$47.

Marine Insurances.—Cantons have changed hands at \$100, ex the dividend of \$20 paid on the 22nd inst., and are steady at the rate. North China are quoted Tls. 81, ex the dividend of 7s. 5d. paid on the 23rd inst. Unions have been without business, and continue on offer at \$75.

Fire Insurances.—China Fires have buyers at \$55, but no shares are obtainable at this rate. Hongkong Fires are reported sold at \$130, at which rate they are in request.

Shipping.—Douglasses are weaker and are quoted at \$41. Hongkong, Canton & Macao Steamboats are in demand at \$101. Indo are quiet, and are offering at \$73. In the North, there are sellers at Tls. 52.

Refineries.—China Sugars have declined to \$147, at which rate sales are reported. Luzons are neglected at \$22.

Mining.—Chinese Engineering have fallen' and have sellers at Tls. 94. The report of the directors to shareholders has been issued. The net result of the year's working ended February 28th, 1906, shows a balance to the Credit of Profit and Loss a/c of £14,646, out of which amount, an interim dividend of 1s. per share

was paid on the 1st May last, leaving a divisible balance of £92,646. The directors recommend that this amount should be appropriated in the following manner. To place to Reserve Fund £10,000. To provide for Depreciation, the sum of £1,100. To pay a final dividend of 1s. per share, making 2s. for the year, absorbing £150,000, and to carry forward the balance of £12,546, to new s/c. Rafts, in the early part of the week, were sold at \$81, but have now improved to \$83 buyers and can probably be placed at \$8.

Docks, Wharves and Godowns.—Kowloon Wharfs have weakened to \$90, at which rate sales have taken place. Hongkong and Whampoa Docks have changed hands at \$152, early in the week, and are now offering at \$151, without finding buyers. New Amoy Docks have dropped to \$161. Shanghai Docks have declined to Tls. 100, at which rate there are buyers. Hongkong Wharfs have been placed at Tls. 132.

Lands, Hotels and Buildings.—Hongkong Hotels have been dealt in at \$112 and more shares can be placed at this rate. Humphreys Estates are wanted at \$112. Hongkong Lands remain on offer at \$108.

Cotton Mills.—Ewes have been sold at Tls. 75, and Hongkong Cotto's at \$13. We have heard of no business in other stocks under this heading.

Miscellaneous.—China Providents are slightly weaker, and are quoted at \$9.35. Green Island Cement have been sold at \$10, and more shares can be had. Hongkong Electrics are firmer and shares have changed hands at \$15. A fair business has been done in Ropes, at declining prices, closing with sellers at \$13. Langkangs are quoted in the North at Tls. 212. Buyers. Suntras have been sold at the reduced rate of 1s. 9d. South China Morning Post has been dealt in at \$12, and more shares are wanted. Powells have dropped to \$8, at which rate there have been sales, closing with further sellers.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 2/3 5/16

Do. demand 2/3

Do. 4 months' sight 2/3

France—Bank T.T. 3/87

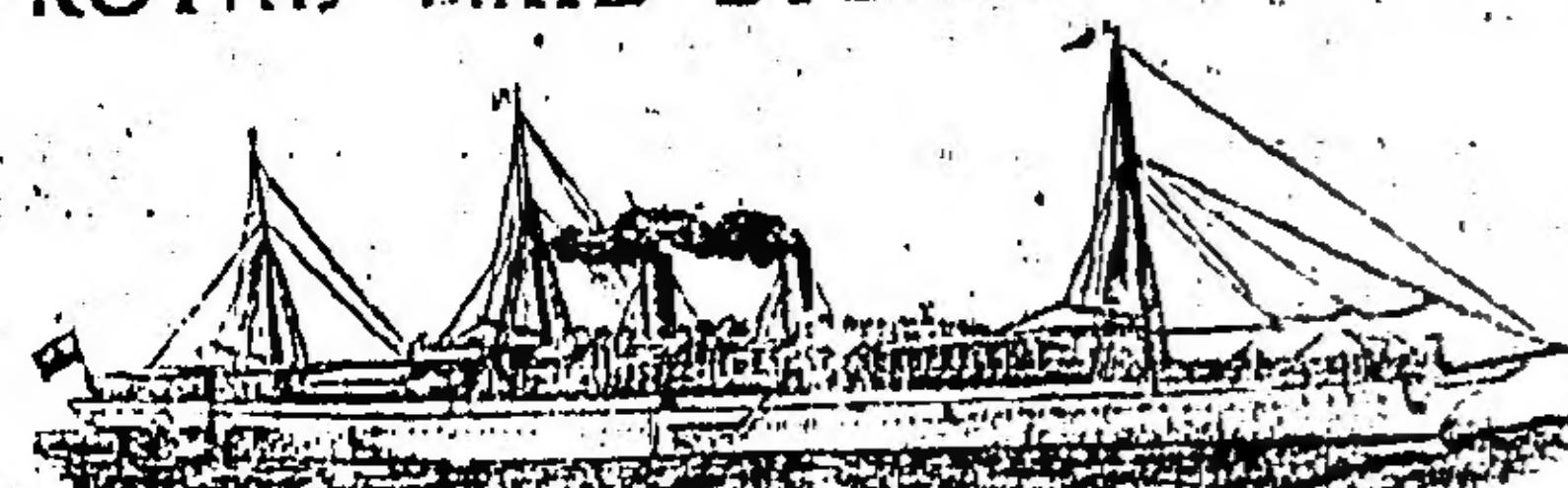
America—Bank T.T. 5/51

Germany—Bank T.T. 2/33

India T.T. 1/70

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.
11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

(Subject to Alteration).

PROPOSED SAILINGS.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
R.M.S. "EMPEROR OF INDIA"	6,000	THURSDAY, November 22	December 10
"ATHENIAN"	3,882	WEDNESDAY, November 28	December 22
"EMPEROR OF JAPAN"	6,000	THURSDAY, December 10	January 7
"MONTEAGLE"	6,103	WEDNESDAY, December 26	January 19
"TARTAR"	4,425		
"EMPEROR OF CHINA"	6,000		

"EMPEROR" steamers will depart from Hongkong at 4 P.M.

Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 21 days, from YOKOHAMA, and 20½ days from HONGKONG.

Hongkong to London; 1st Class, 1½ weeks via St. Lawrence \$6. 1/4 New York \$6.

Hongkong to London, Intermediate on Steamers, and 1st Class on Railways £42.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, Acting General Agent, Hongkong, 25th October, 1906.

Corner Pedder Street and Praya.

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INDO-CHINASTEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI	ESANG I	SUNDAY, 28th October, Daylight.
SHANGHAI	CHUYSANG I	MONDAY, 29th October, 4 P.M.
SANDAKAN	MAUSANG I	TUESDAY, 30th October, 4 P.M.
TIENTSIN	CHEONGSHING	THURSDAY, 1st November, 4 P.M.

Taking Cargo on through Bills of Lading to Ch-fou, Tientsin, Newchwang and Yangtze Ports.
Taking Cargo on through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 27th October, 1906.

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CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS.	TO SAIL.
NINGPO and SHANGHAI	"YOCHOW" I	29th October.
MANILA	"TAMING" I	30th "
SHANGHAI	"SHAOHSING" I	3rd November.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN" I	12th "

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 27th October, 1906.

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HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. Almond	MANILA (DIRECT)	SATURDAY, 3rd Nov., at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 10th Nov., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 27th October, 1906.

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HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship
"BRAEMAR" About 26th November.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 16th October, 1906.

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NOT RESPONSIBLE FOR DEBTS.

N EITHER the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBTS contracted by the Officers or the Crews of the following vessel during her stay in Hongkong Harbour:

ESKASONI, British ship, Captain McBurnie,
Dowall & Co., Ltd.

Hongkong, 16th October, 1906.

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Shipping—Steamers.

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

BY the new steamers, "RHENANIA," "HAMBURG," "HOHENSTAUFEN" and the "SCANDIA" and "SILESIA." The steamers are specially built for the tropics and have luxurious Passenger accommodation first class. Cabin Amidships, lighted throughout by electricity, cabins fitted with fans. Doctor and Stewardesses carried. Laundry on board. Return tickets issued at reduced rates for two years available, though tickets to be had to London via Havre and to New York via Naples and Hamburg.

NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA, TSINGTAU, CHEFOU AND TIENTSIN VIA SHANGHAI.

RHENANIA Capt. v. Hoff 1st November.

HOHENSTAUFEN Jaeger 1st December.

SILESIA Böhle 1st January.

SCANDIA v. Döhring 1st February.

HAMBURG Filler 4th March.

RHENANIA v. Hoff 3rd April.

NEXT SAILINGS HOMEWARD.

FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, HAVRE, (LONDON VIA HAVRE) and HAMBURG.

HAMBURG Capt. Filler 2nd November.

RHENANIA v. Hoff 1st December.

HOHENSTAUFEN Jaeger 1st January.

SILESIA Böhle 8th February.

SCANDIA v. Döhring 2nd March.

HAMBURG Filler 5th April.

RHENANIA v. Hoff 17th May.

HOHENSTAUFEN Jaeger 14th June.

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA, RHENANIA 1st November.

FOR SHANGHAI, KOBE & YOKOHAMA, ANDALUSIA 13th November.

NEXT SAILINGS HOMEWARD.

VIA STRAITS, COLOMBO AND ADEN.

Taking cargo at through ports to Antwerp, Amsterdam, Rotterdam, Copenhagen, Lisbon, Oporto, London, Liverpool, Glasgow, Trieste, Genoa, Ports in the Levante, Black Sea and Baltic Ports, North and South American Ports.

Also via Aden or Port Said by the Arabic Persian Service to Arabian and Persian Gulf Ports.

FOR HAVRE and HAMBURG HAMBURG 2nd Nov.

FOR ANTWERP and HAMBURG TEUTONIA 10th Nov.

FOR HAVRE BREMEN and HAMBURG BRISGAVIA 16th Nov.

FOR HAVRE and HAMBURG SEGOVIA 20th Nov.

FOR HAVRE and HAMBURG SITHONIA 23rd Nov.

FOR HAVRE and HAMBURG C. FERD. LAESZ 22nd Dec.

FOR HAVRE and HAMBURG ANDALUSIA 28th Dec.

FOR NAPLES, HAVRE, BREMEN & HAMBURG, HOHENSTAUFEN 1st Jan.

FOR HAVRE and HAMBURG ALESIA 25th Jan.

Hongkong, 25th October, 1906. [654]

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had said? "Could they give any explanation of the origin of the legend?" "When did the story take its rise, and who was responsible for it?" The Tao Kung told me he could not read, but had never heard that any book could throw any light on the matter. But books were no good, for one generation tells all it knows, and there is to know, to the next, and so it will go on to the end of time. It was, I thought, a pretty, and yet a tragic romance, though one looks in vain for a sufficient motive. It seems hardly sufficient say that the legend is a warning against procrastination and cowardice, though there is that suggestion in the petrifying of the "blind boy" and his supporters, the Commander-in-Chief, because the former did not press forward with sufficient energy, and so reach the southern end of the gorge before the breaking of the day. It would be an interesting collection were all the fairy, pixie and bogey stories of China, that lurk among the dark and romantic gorges and mountains of the country, collected and collated, and it would probably be discovered by experts that in China would be found many that would match such legends of the West. The story of the "Blind Boy" so related by the boatman is probably but a specimen of which hundreds could be collected, and of which already some have appeared in print.

By the time the boatman had finished his narrative, we had passed upwards, and had left the gorge behind us. The darkness of the Pass was exchanged for the soft sun light of the setting sun, in a cloudless sky. I turned and looked at the sombre shade behind me, at the mighty mountains surrounding me, at the purple river before me. I felt the spirit of romance upon me, and wondered not at the myths and legends which have such a hold upon the Chinese mind.

Shipping.

Arrivals

Tsinan, Br. s.s., 2,300, C. Lindbergh, 26th Oct.—Sydney 5th Oct., and Manila 24th, Gen.—B. & S.
Ningpo, Br. s.s., 1,228, G. W. Eddy, 26th Oct.—Waka 21st Oct., Coal—M. B. K.
Helene, Ger. s.s., 71, J. Lessen, 26th Oct.—Hohow 25th Oct., Gen.—J. & Co.
Totomaru, Jap. s.s., 2,162, A. Kieth, 27th Oct.—Shanghai 23rd Oct., Gen.—N. Y. K.
Fiume, Ger. s.s., 8,18, P. Wegner, 27th Oct.—Nieuwburg 17th Oct., and Chelton 20th, Beans and Gen.—Order.
Waterwitch, Br. surveying-ship, 183, Comdr. R. W. Glenni, 27th Oct.—Swatow 26th Oct.
Tsurugisan Maru, Jap. s.s., 3,489, U. Nagatsu, 27th Oct.—Kuchinotzu, 21st Oct., Coal—M. B. K.
Taikosan Maru, Jap. s.s., 1,216, K. Shimidzu, 27th Oct.—Moj 21st Oct., Coal and Cement—M. B. K.
Yochow, Br. s.s., 1,36, J. H. Brown, 27th Oct.—Canton 26th Oct., Gen.—B. & S.
Derwent, Br. s.s., 1,62, J. Jenkins, 27th Oct.—Sagam 2nd Oct., Rice and Gen.—Man Fat & Co.

Clearances at the Harbour Office

Mefoo, for Shanghai.
Norden, for Saigon.
Heim, for Bangkok.
Helene, for Swatow.
Yingchow, for Shanghai.
Michael Jelsen, for Canton.
Totomaru, for Singapore.
Yuenzang, for Manila.
Esong, for Port Davao.
Taishan, for Swatow.
Rajah, for Kudat.
Antilochus, for Nagasaki.
Telemacus, for Saigon.
Nisita Maru, for Swatow.
Itia, for Saigon.
Jacob Diderichsen, for Kwong-chow-wan.
Namjan, for Singapore.

Departures

Oct. 27.
Empire, for Australian Ports.
Zafiro, for Manila.
Inga, for Tientsin.
Cyrus, for Sourabaya.
Rajah, for Sandakan.
Kwangtze, for Canton.
Sumatra, for Shanghai.
Namtsang, for Calcutta.
Yuentang, for Manila.
Esong, for Shanghai.
Liangchow, for Chefoo.
Kaifong, for Ningpo.
Telemacus, for Saigon.
Misso, for Shanghai.
Taishan, for Swatow.
Lita, for Saigon.
Amigo, for Holbow.

Passengers arrived

Per Tsinan, from Australian Ports—Mrs. Fretwell and infant, Mrs. Ellis, Miss Graham, Father Pulido, Messrs. Richards, Alchin, Young, Smith, Furness, Chapman, and 33 Chinese.

Per Derwent, from Saigon—17 Chinese.

Passengers departed

Per Empire, for Australian Ports—Mrs. Allan, Messrs. T. E. Anderson, W. E. Anderson, L. E. Bateman, Mr. and Mrs. Currie, Rev. E. Engel and 3 children, Mrs. E. E. Griffiths, Mr. A. W. Jolly, Dr. Lang, Mr. and Mrs. Mitchell, and Mr. E. H. Thorpe, K.C.

Shipping Reports

Str. Nitro—from Wakamatsu:—Encountered heavy typhoon on the 23rd and 24th inst., 200 miles SW. of Nagasaki (approx.)

Str. Tsurugisan Maru from Kuchinotzu:—On 23d inst., from morning heavy stormy weather on NEly of wind and continued to that night.

Sir. Durwin from Saigon:—Experienced fresh to strong NE. monsoon, accompanied with high sea and clear weather throughout from Cape St. James to here.

Str. Telman from Australian ports:—Left Sydney on 5th inst., calling at usual Queensland ports and reaching Manila in the 2nd, continuing voyage thence on the 24th, and arriving in Hongkong on the 26th at 5:45 p.m. Rough seas were met with between Manila and Hongkong, and with this exception fine weather prevailed throughout.

Vessels in Port.

STRAMMEN, Aegeon, Br. s.s., 2,000, Downie, 25th Oct.—from Newcastle, (N.S.W.), Coal—Order.
Angthin, Ger. s.s., 1,10, Chr. Kümpel, 24th Oct.—Bangkok 12th Oct., and Swatow 23rd, Rice—B. & S.
Antilochus, Br. s.s., 1,796, G. D. Keay, 25th Oct.—Liverpool 15th Sept., Gen.—B. & S.
Borneo, Ger. s.s., 1,314, A. Denker, 8th Oct.—Sandakan 13th Oct., Timor—V. & Co.
Choyang, Br. s.s., 1,424, A. E. Sandbach, 24th Oct.—Shanghai and Swatow 19th Oct.—Gen.—C. P. R. Co.
Clara Jelsen, Ger. s.s., 1,103, J. Iwersen, 2th Oct.—Bangkok 15th Oct., Gen.—J. & Co.
Empress of India, Br. s.s., 3,032, E. Beetham, 18th Oct.—Vancouver (B.C.) and Callao 2nd Oct., and Shanghai 18th Oct., Mails and Gen.—C. P. R. Co.
Honoi, Fr. s.s., 73, P. Melees, 26th Oct.—Haiphong 22nd Oct., and Hoihow 21st Oct.—Gen.—A. R. M.
Heim, Nor. s.s., 758, Erikson, 23rd Oct.—Bangkok 13th Oct., Rice—Yuen, Fat Hong.
Jacob Diederichsen, Ger. s.s., 623, D. Henitz, 24th Oct.—Pakhoi 20th Oct., and Hoihow 21st Oct., Gen. and Castle—J. & Co.
Inerius, Br. s.s., 1,340, J. B. Jackson, 23rd Oct.—Saigon 14th Oct., Rice—Chinese.
Mausang, Br. s.s., 1,644, R. Houghton, 22th Oct.—Sandakan 14th Oct., Timber and Gen.—J. & Co.
Montenegro, Br. s.s., 3,953, S. Robinson, 14th Sept.—Vancouver 20th Aug., and hangar 11th Sept., Flour, Lead, and Gen.—C. P. R. Co.
Neil MacLeod, Am. s.s., 901, E. Corral, 19th June—Manila 16th June, Ballast—Barrett & Co.
Phuilen, 100m.
Tourane.....
C. St. James.....
Alatri.....
Mandu.....
Legaspi.....
Ilocos.....
Labuan.....
October 27th, 1906, a.m.

CHINA COAST METEOROLOGICAL REGISTER
October 26th, 1906, a.m.
Bar. Th. Hu. Wind. Wt.
Vladivostok, 7 am.....
Nemuro, 6 am.....
Hakodate, 6 am.....
Tokio, 6 am.....
Kochi, 6 am.....
Nagasaki, 6 am.....
Kagoshima, 6 am.....
Oshima, 6 am.....
Naha, 6 am.....
Shikoku, 6 am.....
Fukoo, 6 am.....
Weihaiwei, 6 am.....
Kiau-kuan, 6 am.....
Shanghai, 6 am.....
Gurifit, 6 am.....
Sharp Peak, 6 am.....
Amyo, 6 am.....
Swatow, 6 am.....
Tainoku, 5 am.....
Taichu, 5 am.....
Koshoen, 5 am.....
Pescadores, 5 am.....
Canton, 5 am.....
Victoria Peak, 5 am.....
Gap Rock, 5 am.....
Macao, 5 am.....
Hoihow, 5 am.....
Pakhoi, 5 am.....
Philien, 5 am.....
Tourane, 5 am.....
C. St. James, 5 am.....
Alatri, 5 am.....
Mandu, 5 am.....
Legaspi, 5 am.....
Ilocos, 5 am.....
Labuan, 5 am.....
October 27th, 1906, a.m.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Athlone, 28th Nov., 11 A.M.

EP A Mail for Macao is despatched per **Wu-hang** on week-days, at 6 p.m. On Sunday the mail for Macao is closed at 8 a.m. Mail for Canton, Wu-chow, and Sam-shui will be closed on week-days, at 7 a.m. and at 6 p.m. until further notice.

TO-MORROW.

8. Peter's Seamen's Church, Queen's Road West, 20th Sunday after Trinity.
Morning Prayer 11 a.m., Venite, Hinde; Te Deum, Russell; Benedic, Laud; John Hyams, 9, 1, 584 and 579.
Holy Communion 12:15 p.m.
Evening Prayer 6:30 p.m., Deus, Hopkins; Hymns, 11, 46, 386 and 387.
The Church launch *Dayspring* will call on ships carrying white crews to bring friends ashore to the services between 9:15 and 10:30 a.m. and between 5:15 and 6 p.m. (Kowloon Police Pier, 10, 12 and 6 p.m.); returning afterwards. The Answering Pennant is the Call flag. All the settings are free and unappropriated. Visitors welcome. Books, &c. provided.

Sunday school 10 to 10:45 a.m.

Meeting at Seamen's Institute, 72, Praya East on Sunday at 8 p.m.

Roman Catholic Cathedral:—Mass at 6 a.m., 7 a.m., 8 a.m., and 9:30 a.m. Benediction 5:30 p.m.

St. Peter's Bethesda Chapel, West Point:—Morning Service, 11 a.m.

St. Francis' Church, Wan-chai:—Mass (*Chin.*) 6 a.m., (Port.), 7:30 a.m. Benediction 5 p.m.

St. Joseph's Church, Garden Road:—Morning Service (*English*), 10 a.m.

St. Anthony's Chapel, West Point:—Mass 8 a.m.

Union Church:—Services, 11 a.m., and 6 p.m.

UNION CHURCH, KENNEDY ROAD, MINISTER:

REV. C. H. HICKLING.

11 a.m. Worship. Hymn 93, Chant 66, Anthem The Heavens proclaim Him "Beethoven Hymns 541, 205."

12 noon. Communion around the Lord's Table. Hymn 410.

4 p.m. Sunday School at Union Church and in British School, Kowloon.

6 p.m. Wonhip. Hymns 7, 128, 165, 269, 371.

Wednesday 6 p.m. "Studies in Christian Science" Lecture by the Pastor.

Thursday 6 p.m. Literary Club, Lecture by Rev. T. W. Pearce on "Sidelights on our Land Story."

Friday 4 p.m. Ladies' Working Party.

Friday 8 p.m. Christian Endeavour Society Subject:—"Strangers at the door. Whom shall I admit?"

VISITORS AT THE HARBOR.

KING EDWARD.
Almond, Capt., & Mrs. Macmillan, A. Russell
Barries, Mrs. W. H. L. A. F.
Beauchler, F. W. McKey, T. D.
Booth, H. Morris, Miss
Colahan, H. J. Moses, E. J.
Colville, Lieut., & Mrs. Nicholson, D. M. H. D.
Couland, Mr. & Mrs. Payne, E. E.
A. S. D. Peacock, Miss Annie
Cunningham, Mr. and Mrs. Pennefather, Capt. and Mrs. G. H.
Delaney, L. T. Porton, Capt. and Mrs. Silvesterine, Mr. and Mrs. S.
Eastman, Mr. and Mrs. Silverstone, A. H.
G. H. Silvesterine, M. L.
Graham, Mr. and Mrs. Silvesterine, M. L.
H. D. Silvesterine, M. L.
K. H. Silvesterine, M. L.
Bell, R. M. Engr.-Lieut. Hunter, R.
I. S. D. S. Consul for Belgium Kuksa, F.
Kinne, Capt. R. Kunze, P.
L. H. L. Consul for Russia Logan, W.
L. H. L. Consul for Sweden Love, P. H.
L. H. L. Consul for Switzerland Luettichaus, P.
L. H. L. Consul for Austria Marriot, Dr. O.
L. H. L. Consul for Germany Martin, Jr., J. G.
L. H. L. Consul for France McGregor, Mrs. J. S.
L. H. L. Consul for Italy McLeod, Miss M.
L. H. L. Consul for Spain Carter, Mr. and Mrs. Moore, S.
L. H. L. Consul for Portugal W. B. A.
L. H. L. Consul for Brazil Carter, A.
L. H. L. Consul for Argentina Chapman, H. E. V. G.
L. H. L. Consul for Panama Moreno, A. (Consul General of Panama) Newbold, Mr. and Mrs. R. H.
L. H. L. Consul for Chile Chapman, B. F.
L. H. L. Consul for Australia Chapman, F. T.
L. H. L. Consul for New Zealand Christie, J. D.
L. H. L. Consul for South Africa Clark, M. O.
L. H. L. Consul for South Africa Clarke, Mr. and Mrs. Pfordten, A. R. Von der
L. H. L. Consul for South Africa C. W. A.
L. H. L. Consul for South Africa Clegg, R. N. Eng-Lt. Philipot, L. D.
L. H. L. Consul for South Africa Powell, W. A.
L. H. L. Consul for South Africa Presbrey, C. M.
L. H. L. Consul for South Africa Reid, H. I.
L. H. L. Consul for South Africa Roach, Mrs. J. S. and child
L. H. L. Consul for South Africa Sander, Dr. J. H.
L. H. L. Consul for South Africa Schewen, R.
L. H. L. Consul for South Africa Searle, Rev. G.
L. H. L. Consul for South Africa Shennan, H. B.
L. H. L. Consul for South Africa Shepherd, Mr. and Mrs. E. Bruce
L. H. L. Consul for South Africa Skinn, A.
L. H. L. Consul for South Africa Spittles, J. S.
L. H. L. Consul for South Africa Stebbing, W. T.
L. H. L. Consul for South Africa Stephens, H.
L. H. L. Consul for South Africa Stevens, Rev. A. J.
L. H. L. Consul for South Africa T. C. and Isabella Dunlop, Mr. and Mrs. Sutherland, P.
L. H. L. Consul for South Africa Thompson, Mr. and Mrs. Thompson, Miss H. M.
L. H. L. Consul for South Africa Thompson, Mrs. Toplis, H. J.
L. H. L. Consul for South Africa Unbehaun, C. H.
L. H. L. Consul for South Africa Fischer, R.
L. H. L. Consul for South Africa Fletcher, H. L.
L. H. L. Consul for South Africa Franklin, C. B.
L. H. L. Consul for South Africa Frost, B. L.
L. H. L. Consul for South Africa Fuller, Stuart J., Vernon, Master (American Vice Consul-General)
L. H. L. Consul for South Africa Fuller, Denman Wishart, J. B.
L. H. L. Consul for South Africa Wood, G. G.

HONGKONG.
Gibson, A. Griffith, D. P. and Chinese servant
Allchin, E. Allchin, C. H.
Arnold, Mr. & Mrs. J. Harker, Dr. Bertherton
Bailey, W. S. Hewitt, Hon. E. K.
Baker, A. S. Henley, Dr. and Mrs.
Bathurst, G. H. C. M.
Beattie, R. B. Howes, A. B.
Bell, R. M. Engr.-Lieut. Hunter, R.
Innes, Capt. R. Jones, P. F.
Jones, H. A. Jouhlin, J. C.
Kelly, A. J. Kelly, A. J.
Bierville, A. Van (Vice-Consul for Belgium) Kulka, F.
Birbeck, R. J. Kunze, P.
Blaney, Mr. & Mrs. Logan, W.
Blaney, Mr. & Mrs. S. Love, P. H.
Blaney, Mr. & Mrs. S. B. L. Luettichaus, P.
Boase, A. J. Marriot, Dr. O.
Hoone, H. L. Martin, Jr., J. G.
Breckwoldt, H. McGregor, Mrs. J. S.
Brighton, F. G. McDonald, Miss M.
Campbell, L. F. McLennan, Miss M.
Carter, Mr. and Mrs. Moore, S.
Carter, W. L. Moore, Dr. and Mrs. W. B. A.
Chapman, H. E. V. G. Moreno, A. (Consul General of Panama) Newbold, Mr. and Mrs. R. H.
Chapman, B. F. Chapman, F. T.
Chapman, F. T. Christie, J. D.
Dobson, Mr. and Mrs. Parker, T. F.
Dobson, Mr. and Mrs. Peake, W.
Dobson, Mr. and Mrs. Pfordten, A. R. Von der
Dobson, Mr. and Mrs. T. W. Powell, W. A.
Dobson, Mr. and Mrs. Presbrey, C. M.
Dobson, Mr. and Mrs. Reid, H. I.
Dobson, Mr. and Mrs. Roach, Mrs. J. S. and child
Dobson, Mr. and Mrs. Sander, Dr. J. H.
Dobson, Mr. and Mrs. Schewen, R.
Dobson, Mr. and Mrs. Searle, Rev. G.
Dobson, Mr. and Mrs. Shennan, H. B.
Dobson, Mr. and Mrs. Shepherd, Mr. and Mrs. E. Bruce
Dobson, Mr. and Mrs. Skinn, A.
Dobson, Mr. and Mrs. Spittles, J. S.
Dobson, Mr. and Mrs. Stebbing, W. T.
Dobson, Mr. and Mrs. Stephens, H.
Dobson, Mr. and Mrs. Stevens, Rev. A. J.
Dobson, Mr. and Mrs. T. C. and Isabella Dunlop, Mr. and Mrs. Sutherland, P.
Dobson, Mr. and Mrs. Thompson, Miss H. M.
Dobson, Mr. and Mrs. Thompson, Mrs. Toplis, H. J.
Dobson, Mr. and Mrs. Unbehaun, C. H.
Dobson, Mr. and Mrs. Fischer, R.
Dobson, Mr. and Mrs. Fletcher, H. L.
Dobson, Mr. and Mrs. Franklin, C. B.
Dobson, Mr. and Mrs. Frost, B. L.
Dobson, Mr. and Mrs. Fuller, Stuart J., Vernon, Master (American Vice Consul-General)
Dobson, Mr. and Mrs. Wishart, J. B.
Dobson, Mr. and Mrs. Wood, G. G.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME	CLASS	TONS	GUNS	I.H.P.	CAPTAIN	LAST REPORTED AT

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